

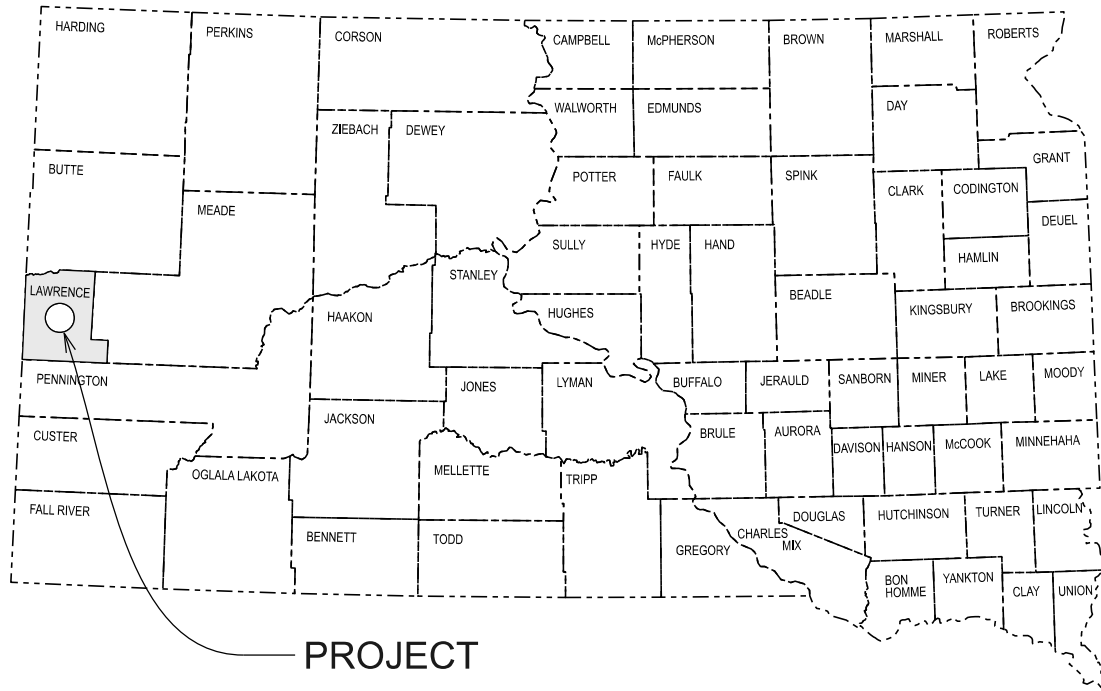
STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	014A-468	non	1/6

Plotting Date: 4/21/2026

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
PROJECT 014A-468
US HIGHWAY 14A
LAWRENCE COUNTY
BRIDGE DECK REPAIR
PCN i878

INDEX OF SHEETS

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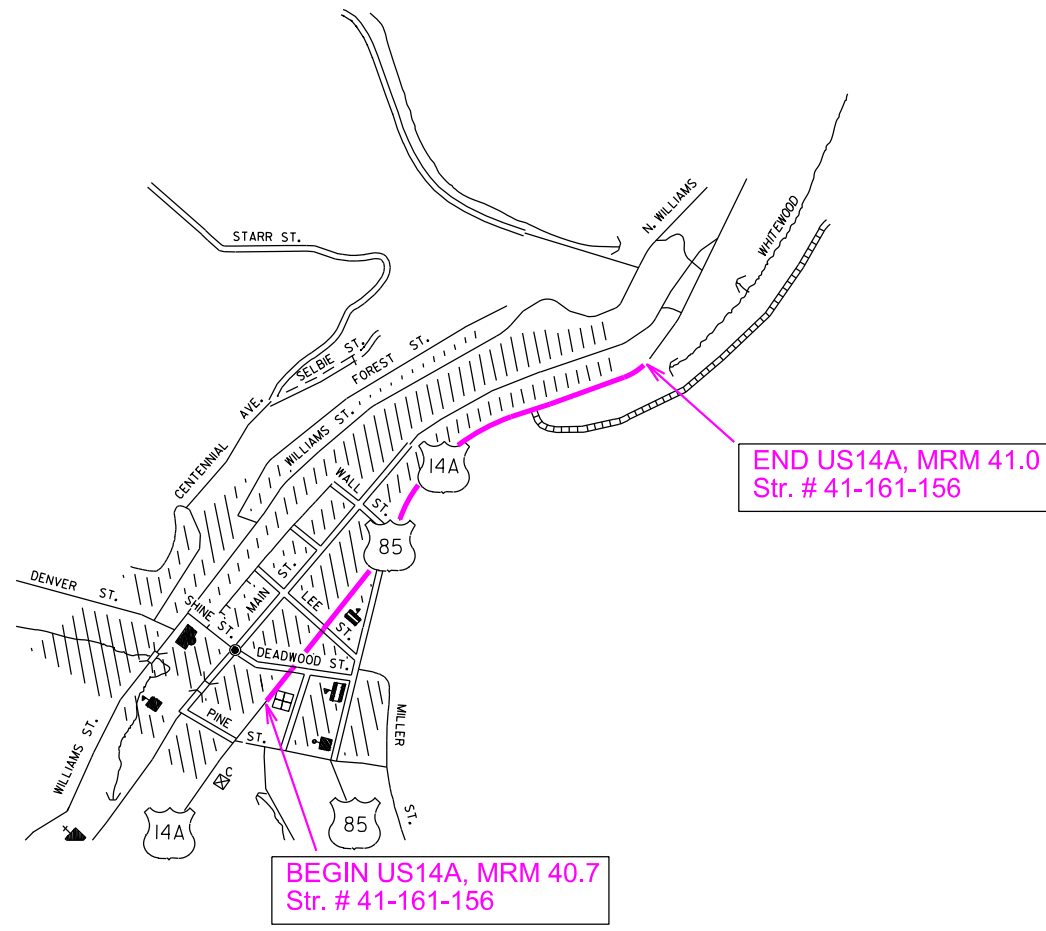
DEADWOOD
Sec. 23 T 5 N - R 3 E



STORM WATER PERMIT
No Permit Required

DESIGN DESIGNATION

ADT (2025)	10561
ADT (2045)	15302
DHV	2507
D	51%
T DHV	5.3%
T ADT	11.7%
V	40 MPH



ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
491E0172	Concrete Patching Material, Bridge Deck	169.0	CuFt
550E0110	Concrete Removal Type 1B	60.0	SqYd
550E0120	Concrete Removal Type 1C	75.0	SqYd
550E0140	Concrete Removal Type B	30.0	Ft
634E0010	Flagging	200.0	Hour
634E0110	Traffic Control Signs	194.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	12	Each
634E0310	Temporary Flexible Vertical Markers (Tabs)	1,440	Ft
634E0420	Type C Advance Warning Arrow Board	2	Each

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 10-1-25 Version, Required Provisions, and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges are available for download and viewing at <https://dot.sd.gov/doing-business/contractors/standard-specifications>.

WORK RESTRICTIONS

No work or lane closures will be allowed during the Days of '76 (July 19-25, 2026), Sturgis Motorcycle Rally and Kool Deadwood Nights (August 7 – August 23, 2026).

SEQUENCE OF OPERATIONS

- Contractor will begin work in the US14A eastbound drive lane. Numerous spalls are located in that lane northeast of Sherman St.
- Complete the remaining work on the project.

SCOPE OF BRIDGE WORK

Spall repair on the deck of Str. No. 41-161-156 along US 14A in Deadwood. The overall deck is 1,768' long and the roadway width is 48'.

- Install traffic control as needed.
- Begin repair of the bridge deck by removing all loose and delaminated concrete from the bridge deck surface in the locations requested.
- Clean the surface of the repair area and existing reinforcing steel with abrasive blasting.
- Place patch material and cure.
- Remove traffic control.

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

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COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

- Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".
- Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06. Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

GENERAL TRAFFIC CONTROL

The Contractor may choose the length of the lane closures based on the locations of repair areas. The Contractor will inspect the project prior to preparation of bid proposal to determine number of lane closures necessary to complete construction. Lane closures will not prohibit any movements at intersections.

Requests to deviate from the traffic control specified will be submitted in writing to the Engineer for review. Approval of alternate traffic control will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

All temporary traffic control sign locations will be set in the field by the Contractor and verified by the Engineer prior to installation.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Contractor will not work on weekends and all traffic control will be removed by the end of the workday on Friday.

Traffic approaching the project from intersecting roads and entrances must be adequately accommodated. Intersections or large commercial entrances may require additional signing, flaggers, and channelizing devices on a temporary basis until work activities pass these areas.

Type 3 barricades are provided to keep sidestreet or entrance traffic out of the work zone.

TEMPORARY PAVEMENT MARKING

Temporary Pavement Markings will consist of temporary flexible vertical markers (tabs). The Estimate of Quantities includes tabs for tapers based on the following:

US85 – 1440 feet (8 tapers at 180 feet/taper)

Prior to nightfall, tabs will be required for all tapers.

Full reflectivity of all temporary flexible vertical markers (tabs) is required at all times. The Contractor will be required to replace any missing or non-reflective tabs at no additional cost to the State.

All costs to furnish, install, maintain, and remove the tabs will be incidental to the contract unit price per foot for Temporary Flexible Vertical Markers (Tabs).

INVENTORY OF TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R3-7R	RIGHT LANE MUST TURN RIGHT	2	30" x 30"	6.3	12.6
R3-7L	LEFT LANE MUST TURN LEFT	2	30" x 30"	6.3	12.6
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W9-2	LANE ENDS MERGE LEFT	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
				CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS	194.2
				SQFT	

COORDINATION WITH THE CITY OF DEADWOOD

The Contractor will coordinate with the City of Deadwood 1 week prior to starting this work. Contact the City of Deadwood Public Works Director to set up a meeting with project staff to discuss how traffic control might impact local residents.

CONCRETE REMOVAL

Concrete breakout consists of Concrete Removal Type 1B, Type 1C, and Type B over the deck surface where necessary. Such removal will be in conformance with these plans and Section 550 of the Construction Specifications.

1. Spalled areas of the deck shall be identified visually. The areas of the existing deck will be broken out to the limits of unsound concrete. The Contractor will sound the area adjacent to the apparent spalled concrete periphery with chain drag or hammer to determine the limits of the loose and delaminated concrete. Breakout limits will be defined with a 3/4" deep sawcut. The Contractor will then remove the unsound concrete down to the top layer of reinforcing steel in the deck within this limit. Removal will be by jackhammers or chipping hammers. Jack hammers and mechanical chipping tools will not be operated at an angle in excess of 45 degrees measured from the surface of the concrete. The edges of the resulting hole in the deck will be nearly vertical or tapered inward from the top down to a minimum depth of one inch. A reversed taper will not be permitted. Any reinforcing steel that is exposed by the concrete removal operations will be thoroughly cleaned by abrasive blasting. Care will be taken during the removal operations not to nick, gouge or in any other way damage the in-place reinforcing steel. Any damage to the in-place reinforcing steel caused by the removal operations will be repaired as directed by the Engineer at no cost to the Department.
2. Removal limits will go no deeper than the top of the bottom mat of rebar.
3. Type B removals will be performed in all spall repair areas in order to ensure patching material will surround at least one reinforcing bar in order to ensure soundness of patch.
4. After removing all loose concrete to the defined limits, the area will be abrasive blast cleaned and blown clean with clean, dry, oil-free compressed air at 90 psi. The abrasive blasting will be to the extent that all surface laitance is removed. Abrasive blasting will expose the coarse aggregate and remove rust from any exposed reinforcing steel.
5. All broken out concrete will be disposed of by the Contractor.
6. During concrete removal operations, no broken-out concrete will be allowed to fall into Whitewood Creek.
7. The contract unit price per square yard for "Concrete Removal Type 1B", "Concrete Removal Type 1C", and per linear foot for "Concrete Removal Type B" will include breaking out concrete, cleaning, abrasive blasting, and disposal of all broken out material.

CONCRETE PATCHING MATERIAL, BRIDGE DECK

Concrete patching material will be used to repair the deck areas where loose and delaminated concrete was removed.

1. Concrete used in the spall repair areas will consist of the following product or an approved equal (as approved by the Region Bridge Engineer in the Rapid City Region Office).

Express Repair
Euclid Chemical
19215 Redwood Road
Cleveland, OH, 44110
Telephone (800) 321-7628
Fax (216) 531-9596

In all repair areas, extend mix with 3/8" clean, well graded pea gravel as recommended by the Manufacturer.

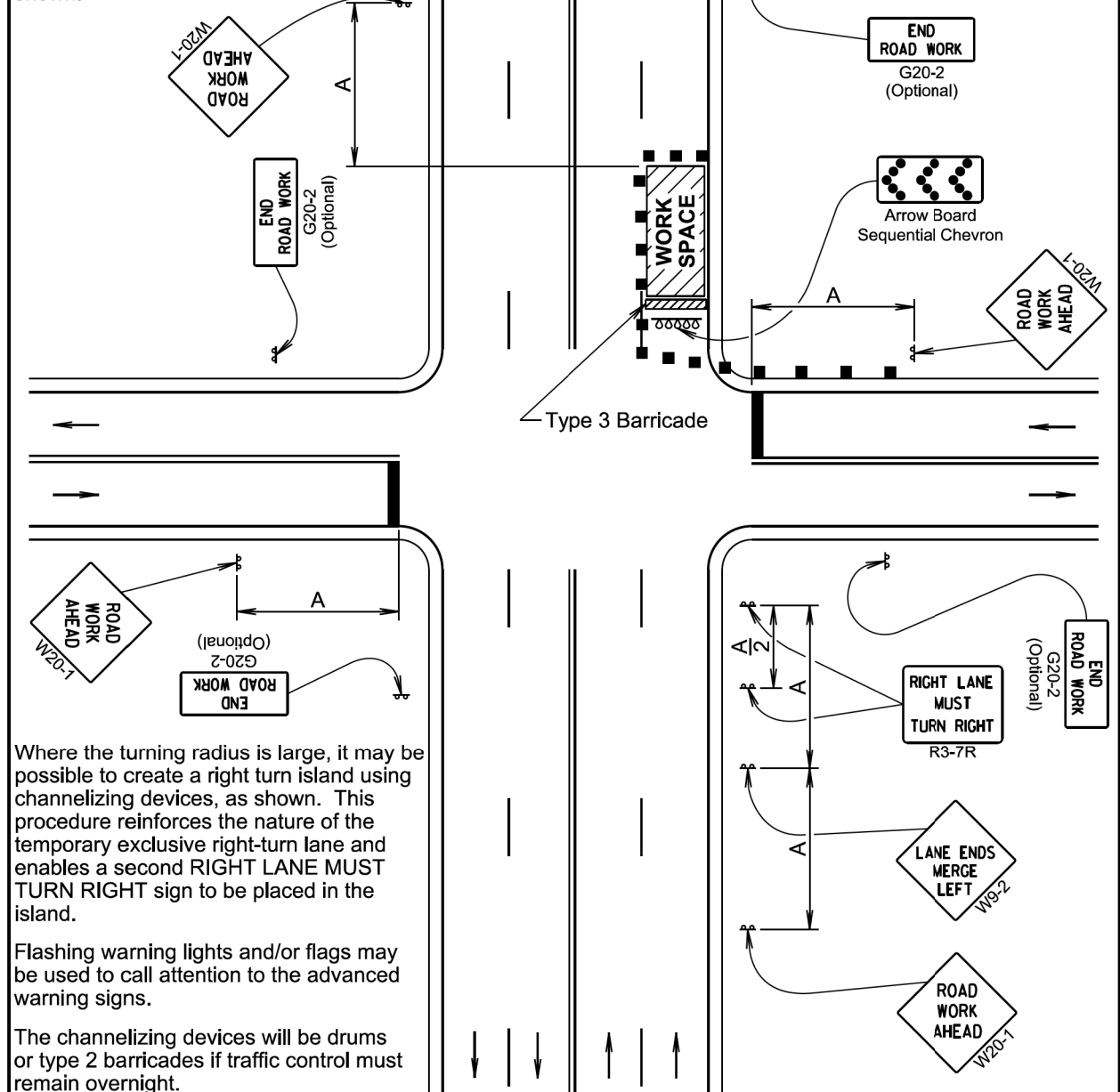
2. The existing surface at the time of placement of the concrete patching material will be at least 40° F (4° C), measured by a thermometer placed against the concrete surface and covered with an insulating blanket. The concrete patching material will be mixed and placed in accordance with the manufacturer's technical data sheet. The Contractor will provide a manufacturer's technical data sheet to the Engineer prior to performing the work.
3. Immediately after finishing the concrete patching material, the surface of the concrete patching material will be covered with a double layer of wet burlap for a minimum of 12 hours. Following the wet cure, the burlap will be removed and the surface allowed to air dry until it is opened to traffic.
4. Concrete Patching Material, Bridge Deck will be measured to the nearest 0.1 cubic feet as determined from the theoretical yield per bag of Concrete Patching Material, Bridge Deck. Concrete Patching Material, Bridge Deck will be paid for at the contract unit price per cubic foot. Payment will be full compensation for all labor, equipment, materials, and all incidental work required to furnish, place and cure the concrete patching material within the removal areas.

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Plotting Date: 4/14/2026

For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through traffic.

The standard procedure is to close on near side of the intersection any lane that is not carried through the intersection. However, when this results in the closing of a right lane having significant right-turning movements, then the right lane may be restricted to right turns only, as shown.



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500

■ Channelizing Device

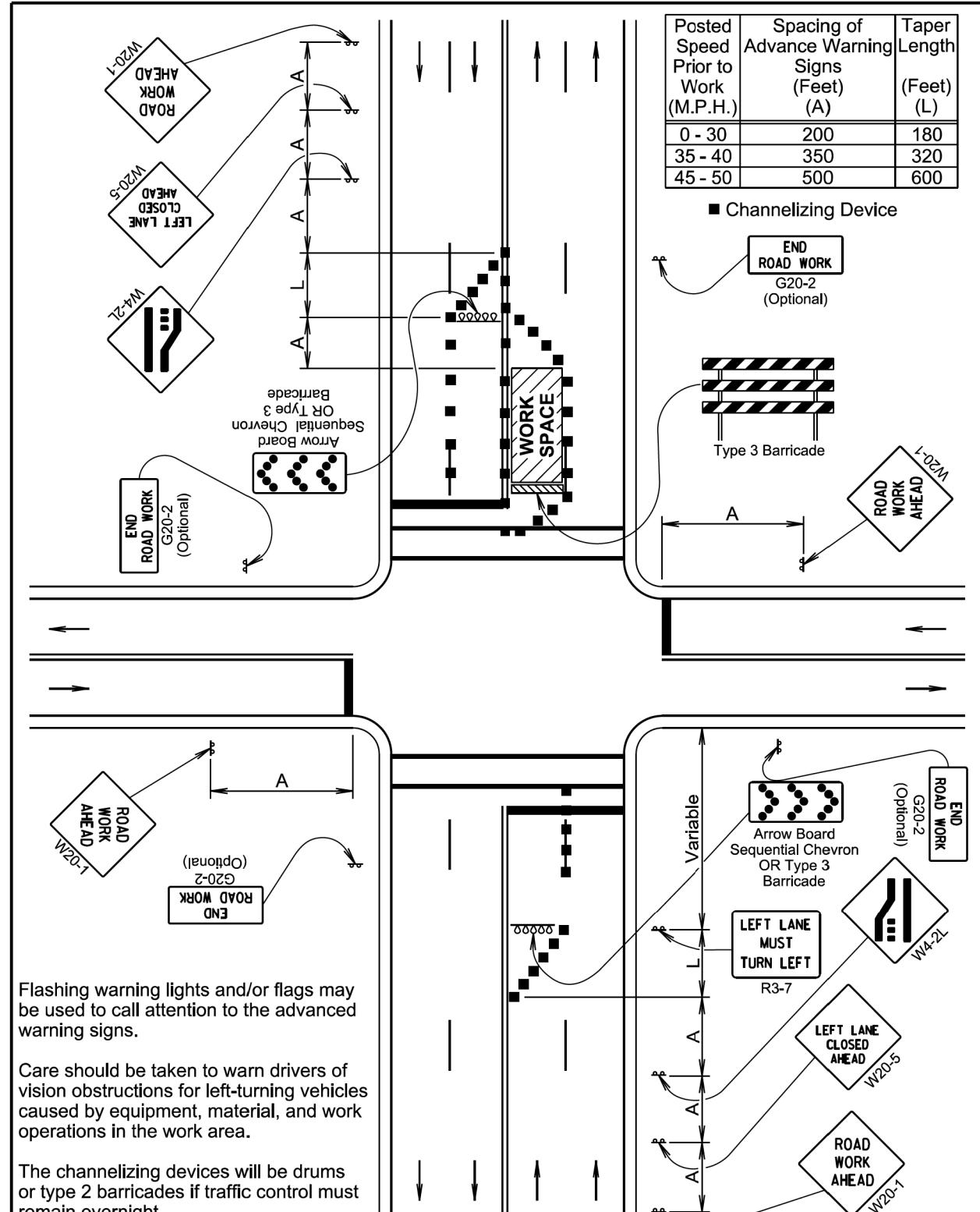
Where the turning radius is large, it may be possible to create a right turn island using channelizing devices, as shown. This procedure reinforces the nature of the temporary exclusive right-turn lane and enables a second RIGHT LANE MUST TURN RIGHT sign to be placed in the island.

Flashing warning lights and/or flags may be used to call attention to the advanced warning signs.

The channelizing devices will be drums or type 2 barricades if traffic control must remain overnight.

January 22, 2021

S D D O T	RIGHT LANE CLOSURE FAR SIDE OF INTERSECTION	PLATE NUMBER 634.42
	<i>Published Date: 2026</i>	Sheet 1 of 1



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600

■ Channelizing Device

Flashing warning lights and/or flags may be used to call attention to the advanced warning signs.

Care should be taken to warn drivers of vision obstructions for left-turning vehicles caused by equipment, material, and work operations in the work area.

The channelizing devices will be drums or type 2 barricades if traffic control must remain overnight.

September 22, 2021

S D D O T	LEFT LANE CLOSURE FAR SIDE OF INTERSECTION	PLATE NUMBER 634.43
	<i>Published Date: 2026</i>	Sheet 1 of 1

Plotting Date: 4/14/2026

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50 *
55	750	660	50 *
60 - 65	1000	780	50 *

* Spacing is 40' for 42" cones.

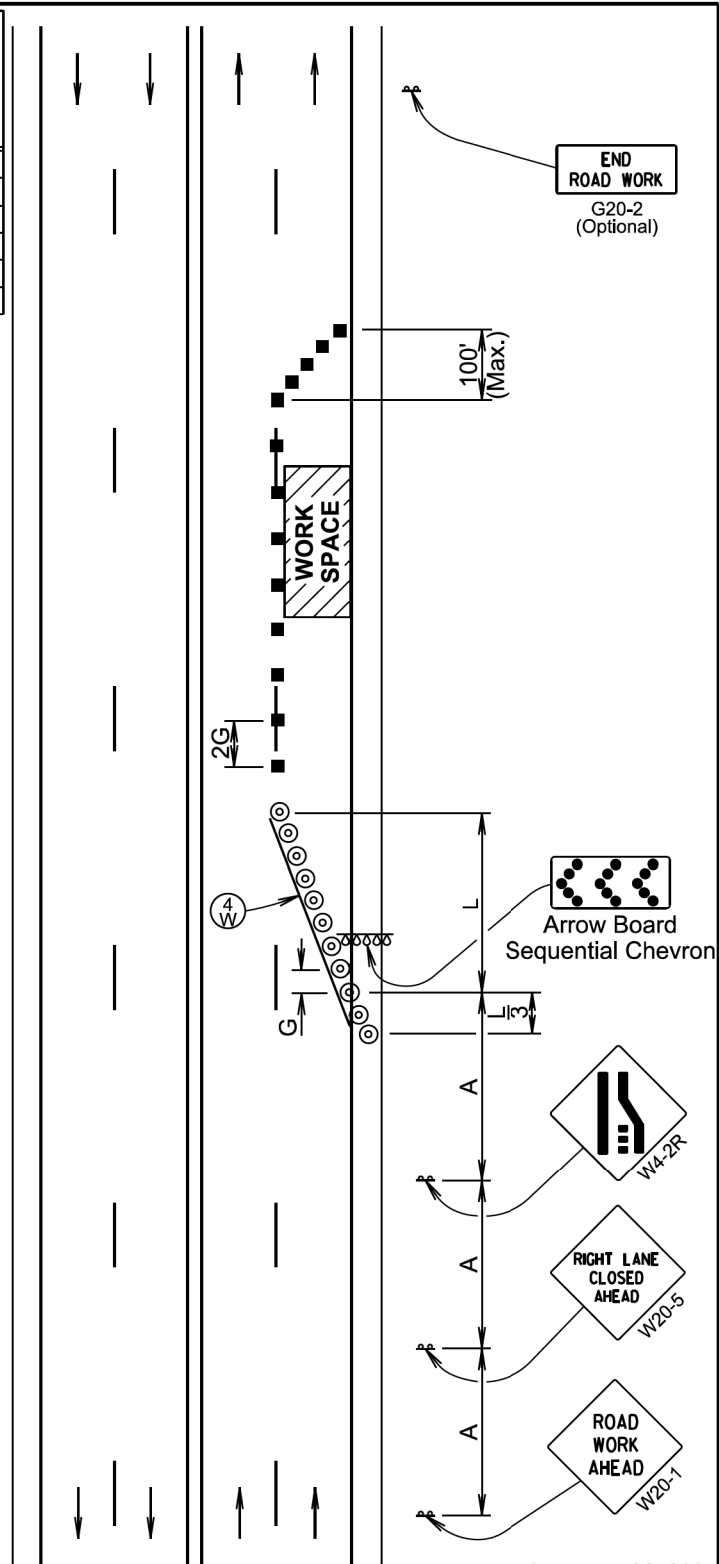
- ⊙ Reflectorized Drum
- Channelizing Device
- Ⓞ 4" White Temporary Pavement Marking

The channelizing devices will be 42" cones or drums.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

Temporary pavement markings will be used if traffic control must remain overnight.

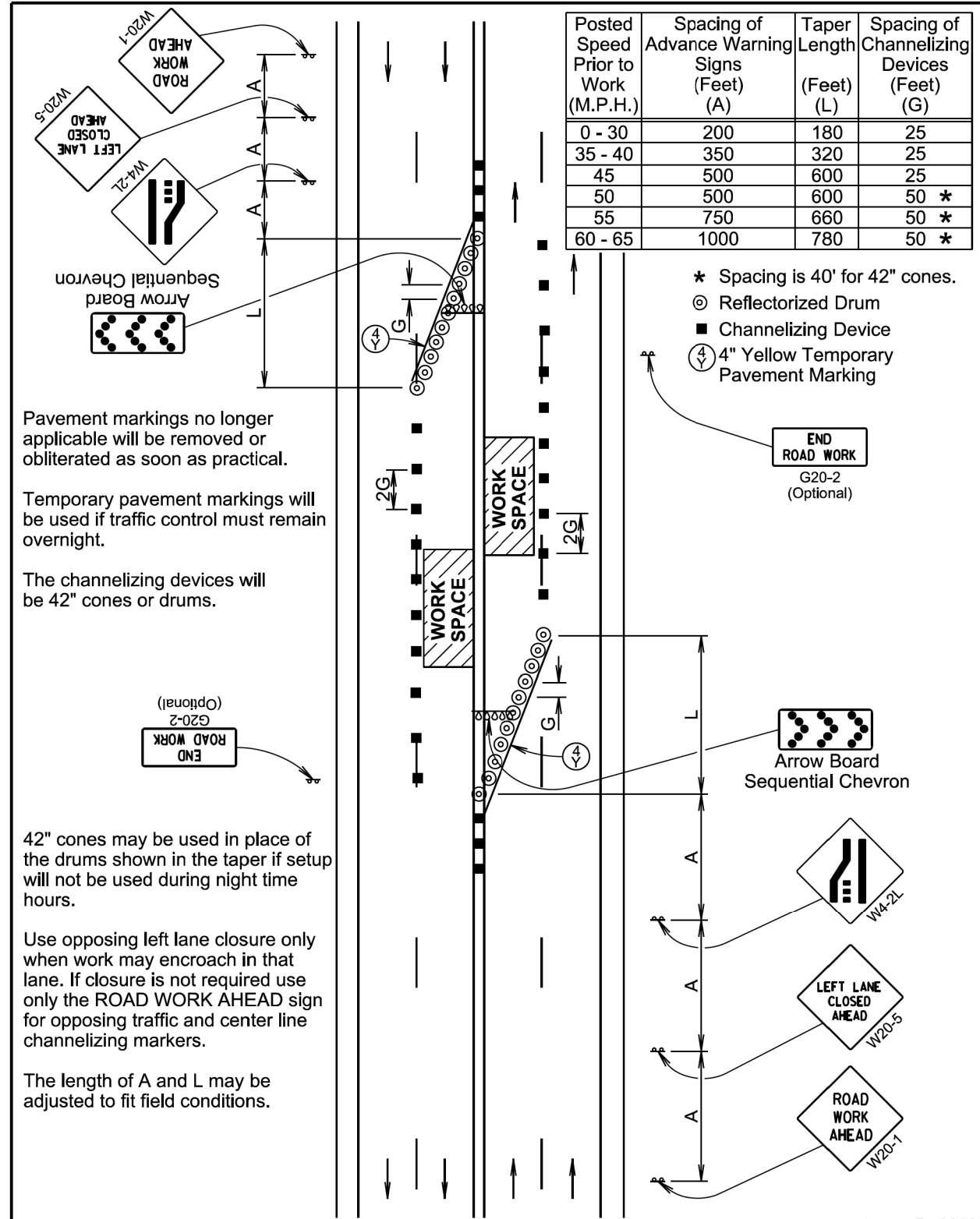
The length of A and L may be adjusted to fit field conditions.



September 22, 2021

S D D O T	4-LANE UNDIVIDED, RIGHT LANE CLOSED	PLATE NUMBER 634.47
		Sheet 1 of 1

Published Date: 2026



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50 *
55	750	660	50 *
60 - 65	1000	780	50 *

* Spacing is 40' for 42" cones.

- ⊙ Reflectorized Drum
- Channelizing Device
- Ⓞ 4" Yellow Temporary Pavement Marking

Pavement markings no longer applicable will be removed or obliterated as soon as practical.

Temporary pavement markings will be used if traffic control must remain overnight.

The channelizing devices will be 42" cones or drums.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

Use opposing left lane closure only when work may encroach in that lane. If closure is not required use only the ROAD WORK AHEAD sign for opposing traffic and center line channelizing markers.

The length of A and L may be adjusted to fit field conditions.

August 31, 2022

S D D O T	4-LANE UNDIVIDED, LEFT LANE CLOSED	PLATE NUMBER 634.48
		Sheet 1 of 1

Published Date: 2026